

# BookletChart™

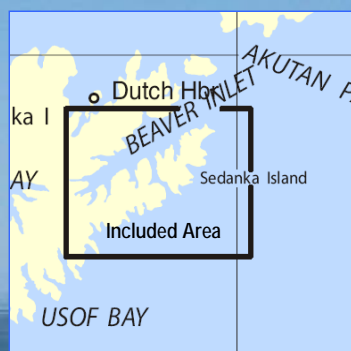


## Beaver Inlet

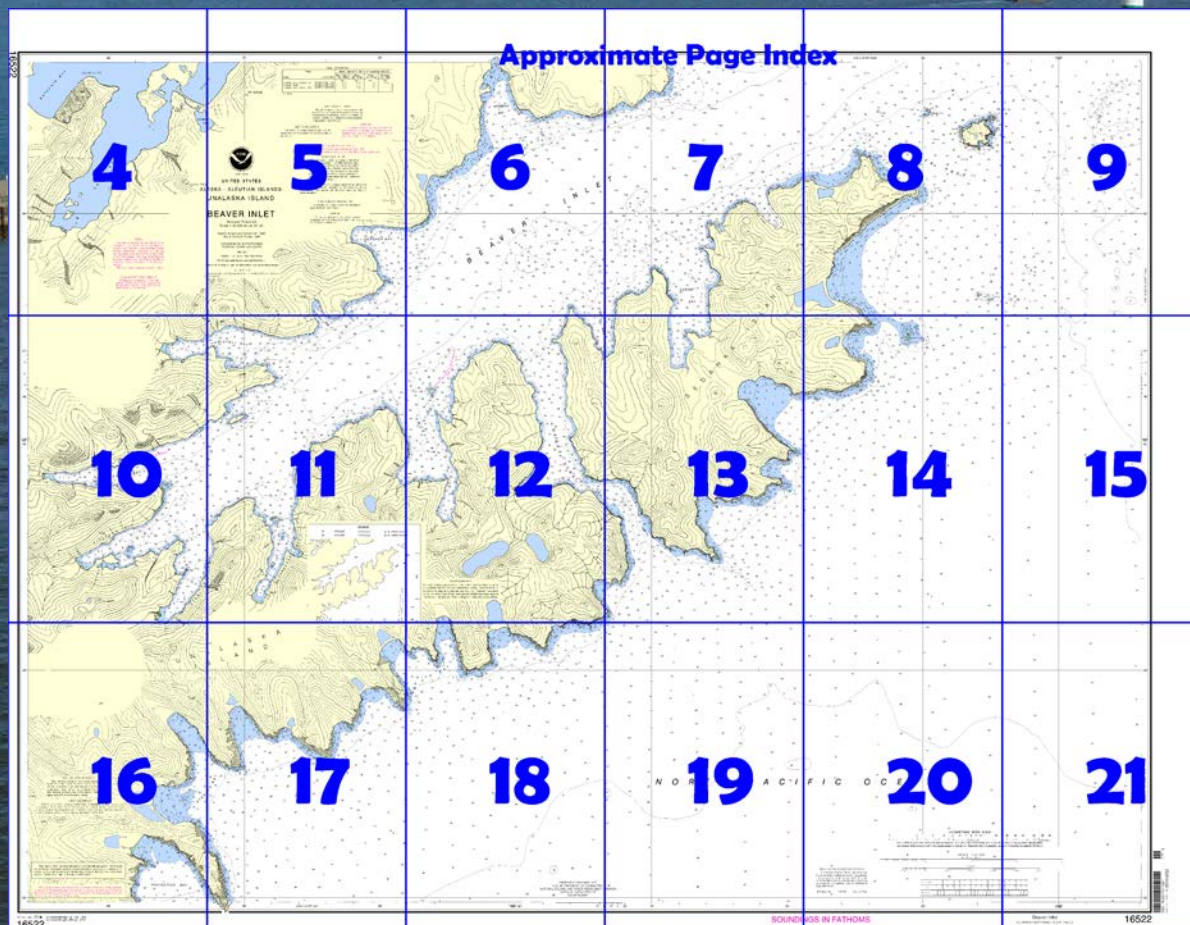
NOAA Chart 16522

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

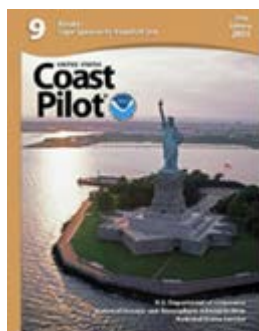
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16522>.



#### (Selected Excerpts from Coast Pilot)

**Sedanka Island**, close to the E end of Unalaska Island on the Pacific side and separated from the latter island by narrow, deep Udagak Strait, appears as a part of Unalaska Island. The island is mountainous and covered with tundra. There are numerous peaks, separated by deep valleys, running NW, but none of the peaks are conspicuous from E. The highest peak, 2,130 feet, is in the SW part of the island.

The outer coast is broken by bays and coves

separated by bold, rocky headlands.

**Cape Sedanka**, the E point of the island, terminates in a knoll 375 feet high. Rocks and islets fringe the shore, but deep water is found at a

distance of 400 yards. The coast on the SE side of the cape is unusually steep and reaches an elevation of 1,269 feet.

**Egg Island** is 0.6 mile in diameter, 541 feet high, and is about 1.5 miles NE from Cape Sedanka. It is a grassy island with a bluff rocky shore, and has numerous rocks and islets within 200 yards of the shore, but beyond this distance deep water is found all around the island.

**Old Man Rocks**, a group of four, two of which are prominent, are 0.9 mile NW of Egg Island. The two conspicuous rocks are 100 and 39 feet high. The group is surrounded by deep water at a distance of 200 yards.

**Sedanka Pass** separates Egg Island and Old Man Rocks from Sedanka Island. It is about 1.5 miles wide and has depths of 30 to 40 fathoms. The Sedanka Island shore should be given a berth of 0.5 mile. Strong currents with rips are experienced occasionally around Cape Sedanka and just S of Old Man Rocks.

**The Signals** are three rocks off the E coast of Sedanka Island. **Outer Signal**, 30 feet high, is 3.2 miles S of Egg Island and has a small rock, 10 feet high, 0.3 mile SE of it. Deep water is found close to these rocks. **Inner Signal** is 3 miles S of Cape Sedanka and 0.8 mile off the nearest Sedanka Island shore; it is 126 feet high and is surrounded by a shoal and reef area 0.4 mile in diameter

About 15 miles SE of Egg Island (see chart 16520), after gradual shoaling from the 100-fathom curve to about 45 fathoms, the water deepens to over 60 fathoms, forming an underwater basin about 6 miles wide that leads NW into Beaver Inlet, furnishing an excellent pathway for vessels equipped with echo sounding apparatus. A crescent-shaped bank of rock formation within the basin of deep water and 2 miles E of Egg Island has general depths of 12 to 14 fathoms and a least depth of 9 fathoms on the W part of the bank. The 50-fathom curve surrounding the bank approximates a circle about 1.5 miles in diameter.

When navigating on soundings in thick weather this bank and the characteristic deep water afford an opportunity to check a vessel's position. The navigator in finding his way on soundings to the bank must guard against the mischance of nearing Egg Island; the shoaling of the depths in doing so may mislead him in assuming that he is approaching the bank. A definite knowledge from soundings taken regularly along the course from seaward is necessary to avoid this error.

From Cape Sedanka the shore on the Pacific side trends SW for 3 miles, then turns SE for 1 mile to a precipitous point, enclosing a small bight where temporary anchorage in W weather can be found. A depth of 7 fathoms is 0.5 mile from shore in the SW part of the bight. The bottom of fine gray sand slopes gradually from the sand beach at the head of the bight to the 20-fathom curve 1 mile offshore. To enter the bight, pass midway between Outer Signal and Egg Island.

On the SE side of Sedanka Island, E of Udagak Strait, are three bays separated by bold headlands; the largest bay is 4 miles NE of the entrance to Udagak Strait and extends 2 miles inland in a NW direction. Good anchorage may be found 0.5 mile from the head of the bay in 7 fathoms. This bay is protected from all except SE weather. The two other bays, that are nearer Udagak Strait, afford protection from the N and W.

**Udagak Strait**, between Sedanka and Unalaska Islands, provides a direct passage from the Pacific Ocean to Beaver Inlet. Foul ground extends 300 yards from the W shore of the strait at the entrance, but a midchannel course clears this ground. The narrows at the halfway point in Udagak Strait have a width of 0.25 mile, and the channel is slightly over 0.1 mile wide in a depth over 10 fathoms.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

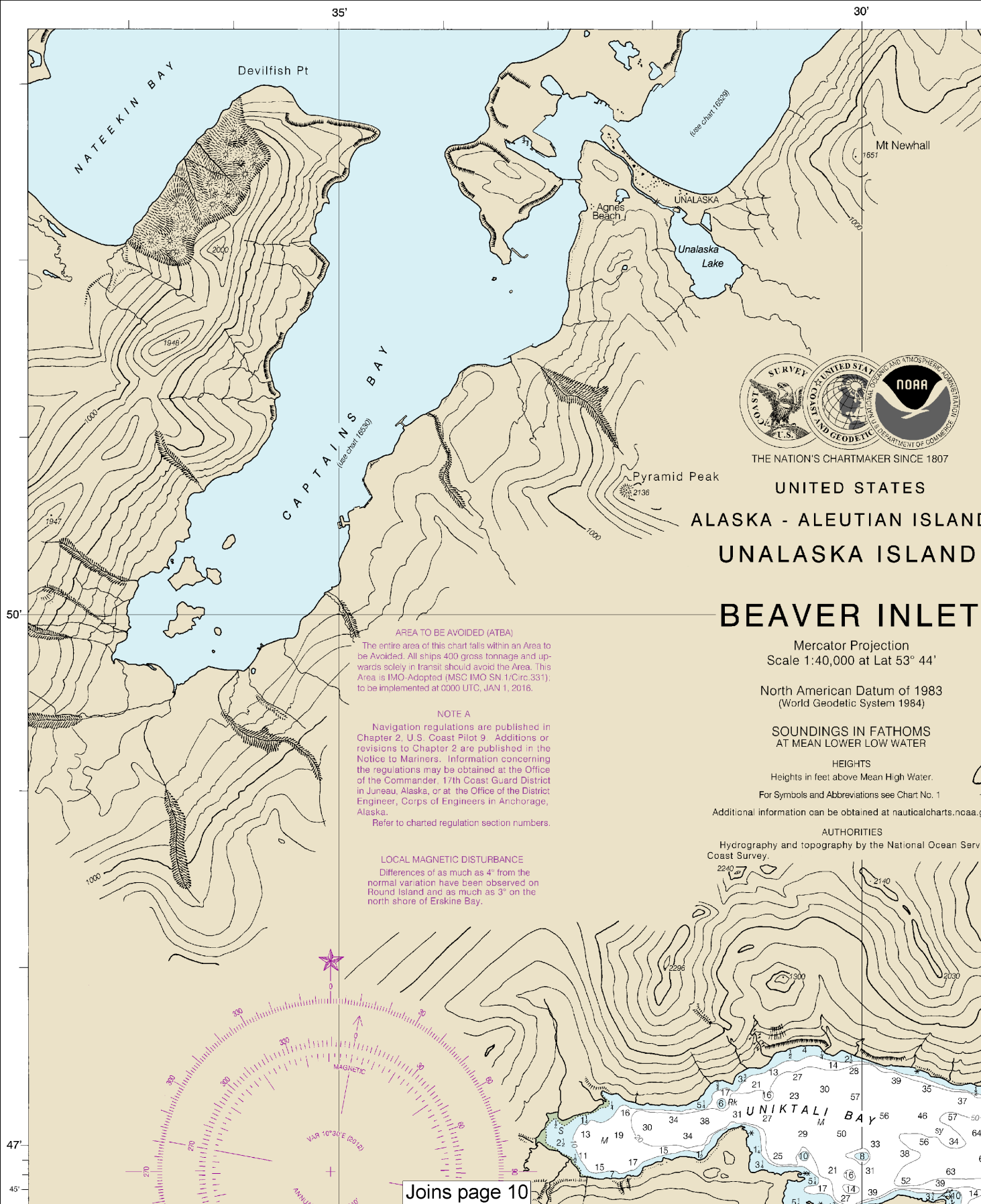
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

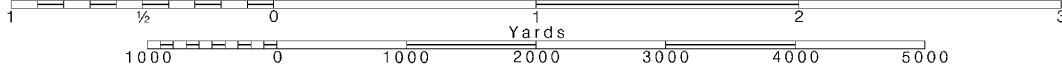


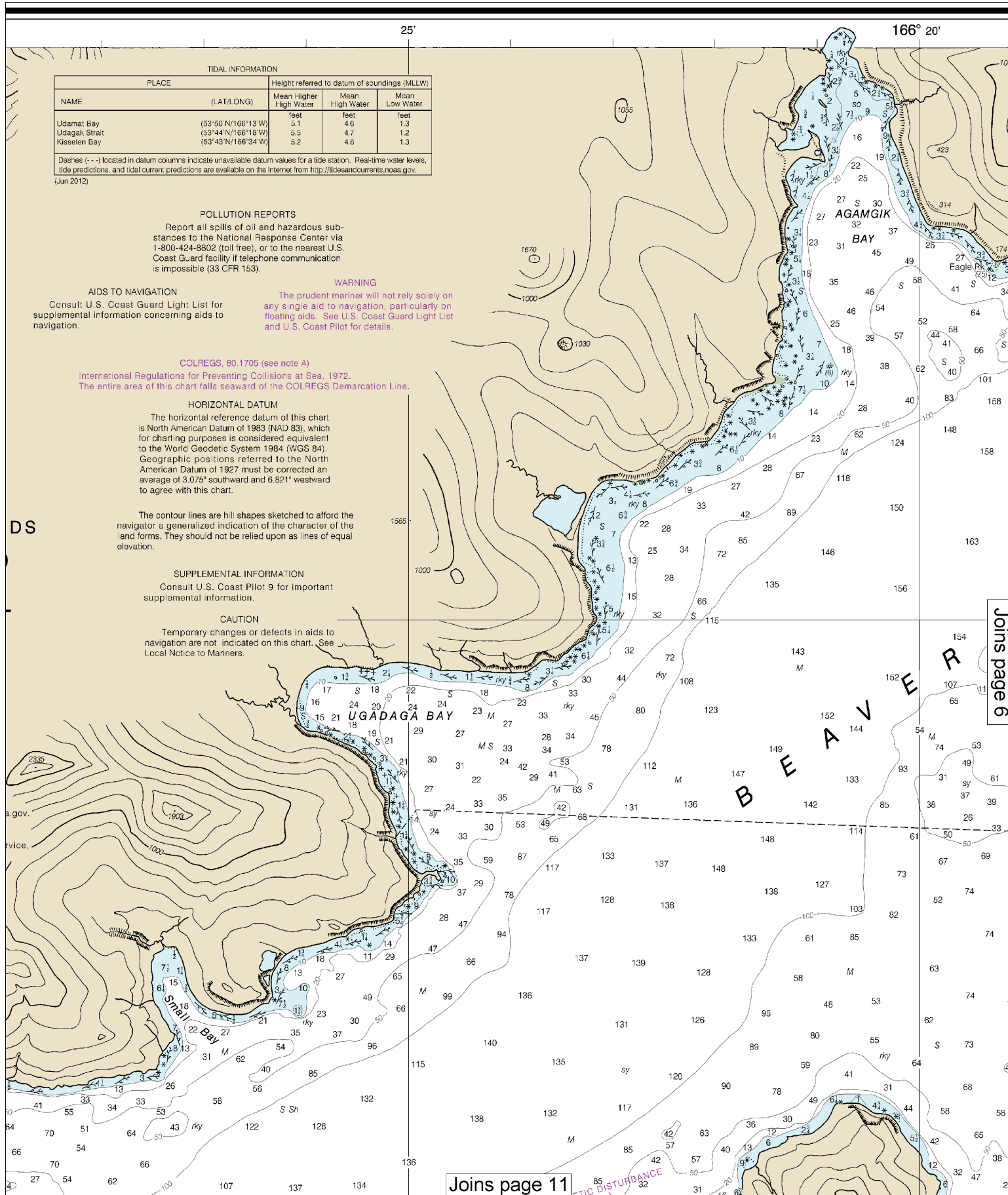
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

25'

166° 20'

Formerly C&amp;GS 9016, 1st Ed., Oct. 1940

## TIDAL INFORMATION

Height referred to datum of soundings (MLLW)	Mean Higher High Water			Mean Low Water		
	(LAT/LONG)	feet	feet	feet	feet	feet
(53°50'N/166°13'W)		5.1	4.6	1.3		
(53°44'N/166°18'W)		5.5	4.7	1.2		
(53°43'N/166°34'W)		5.2	4.8	1.3		

columns indicate unavailable datum values for a tide station. Real-time water levels, if predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## ION

Light List for bearing aids to

## COLREGS, 80.1705 (see note A)

ations for Preventing Collisions at Sea, 1972. This chart falls seaward of the COLREGS Demarcation Line.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is the North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Graphic positions referred to the North American Datum of 1927 must be corrected an age of 3.075" southward and 6.821" westward with this chart.

Contour lines are hill shapes sketched to afford the a generalized indication of the character of the They should not be relied upon as lines of equal

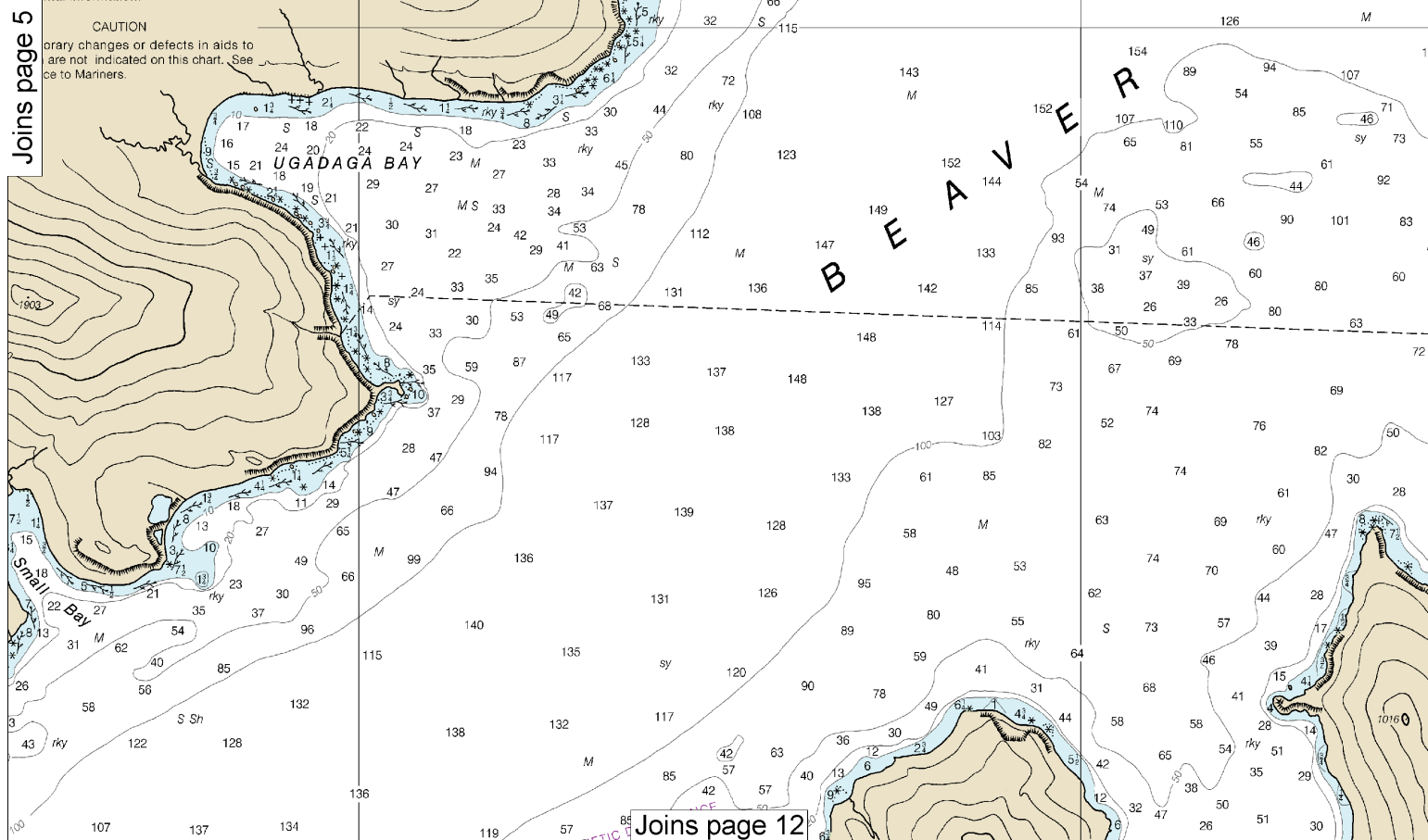
## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to are not indicated on this chart. See U.S. Coast Pilot to Mariners.

Joins page 5



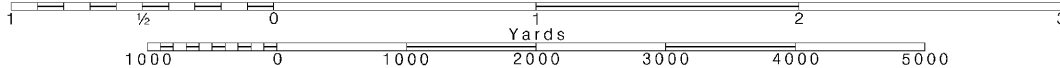
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

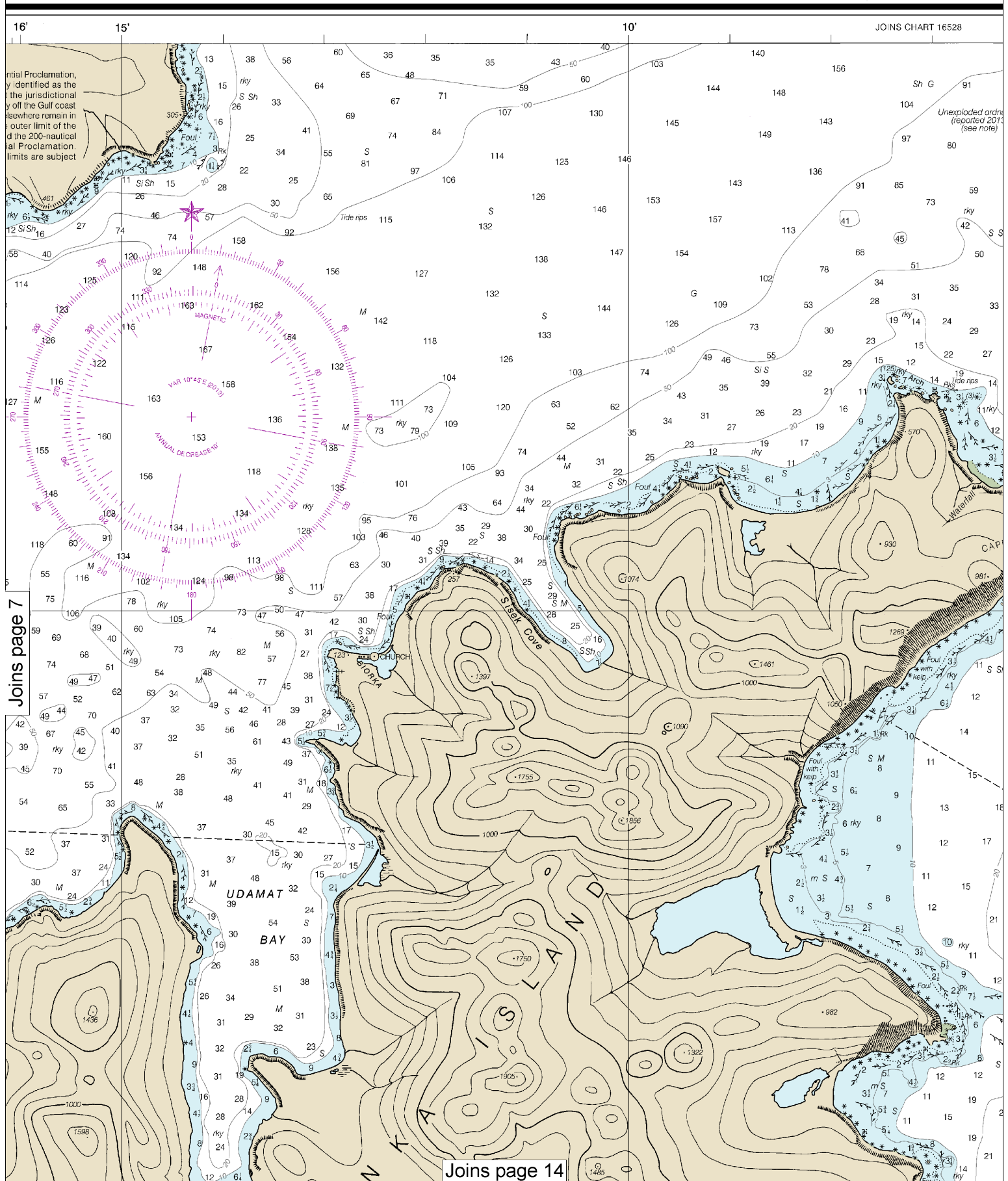
6

Note: Chart grid lines are aligned with true north.









Joins page 7

Joins page 14

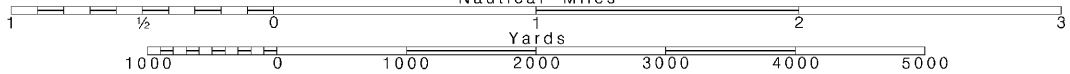
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

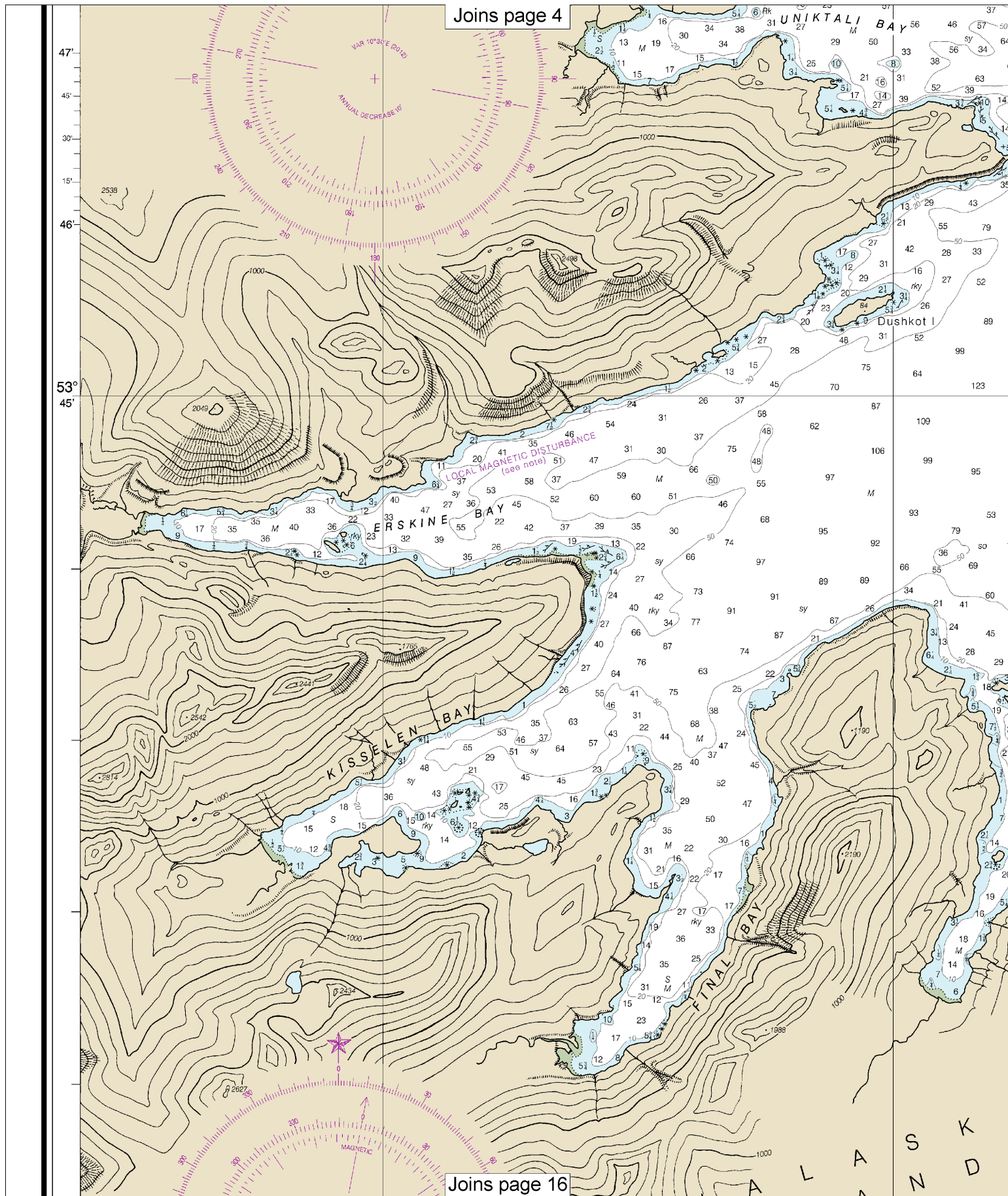
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









10

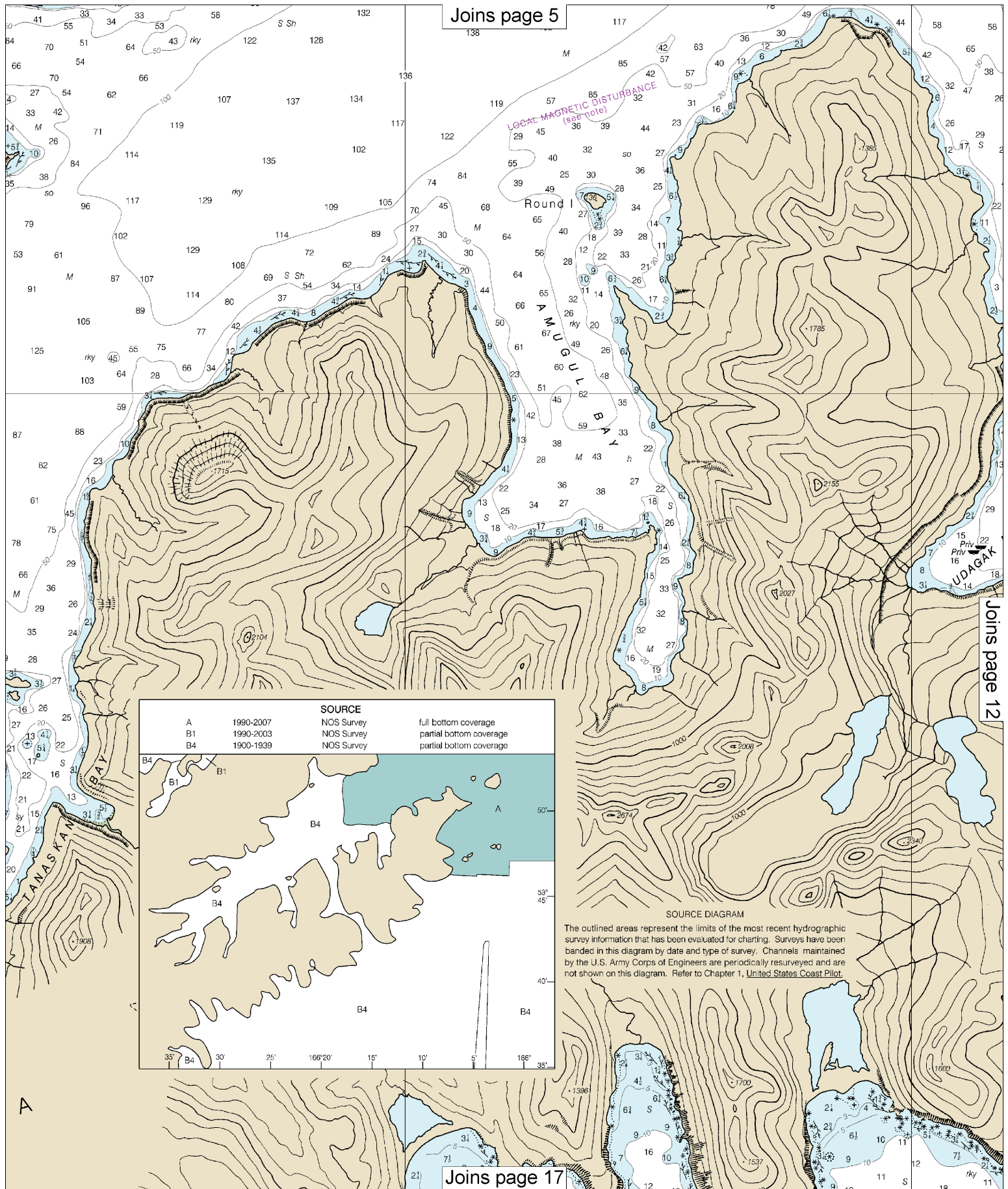
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





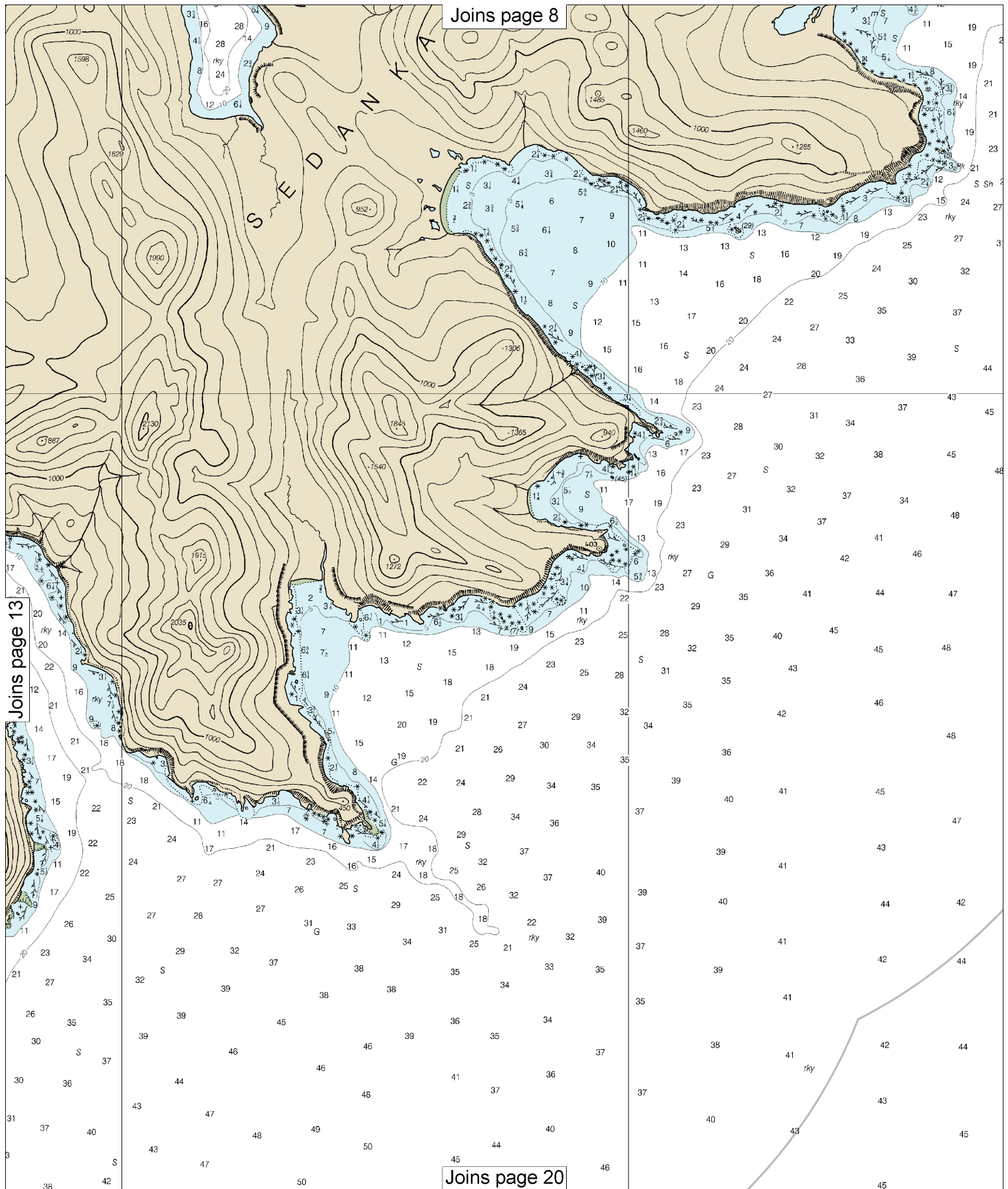




Joins page 7

Joins page 14

Joins page 19

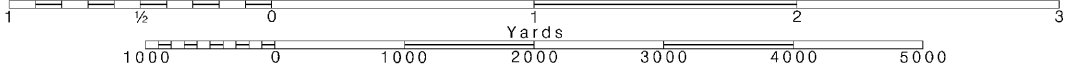


Note: Chart grid lines are aligned with true north.

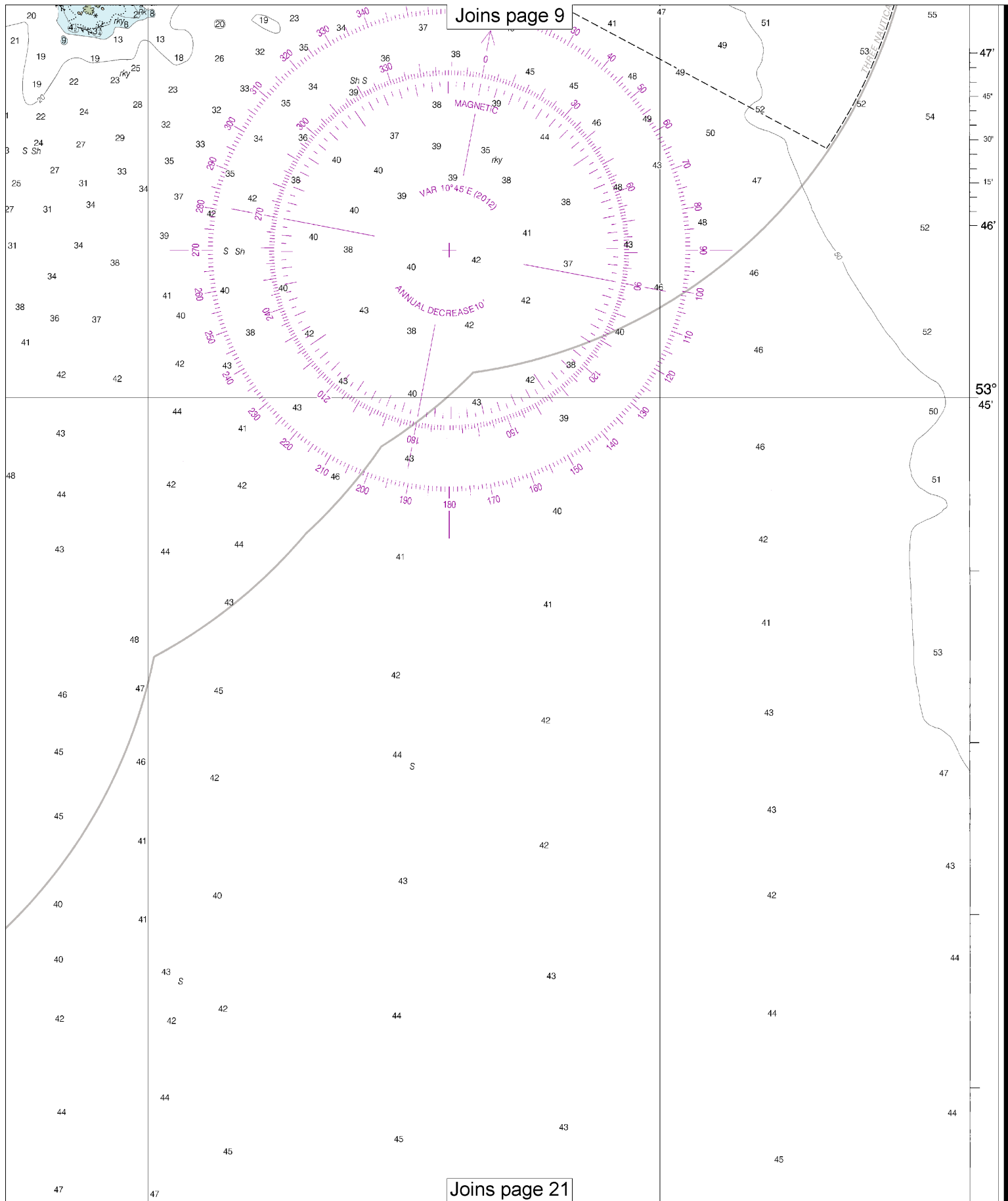
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

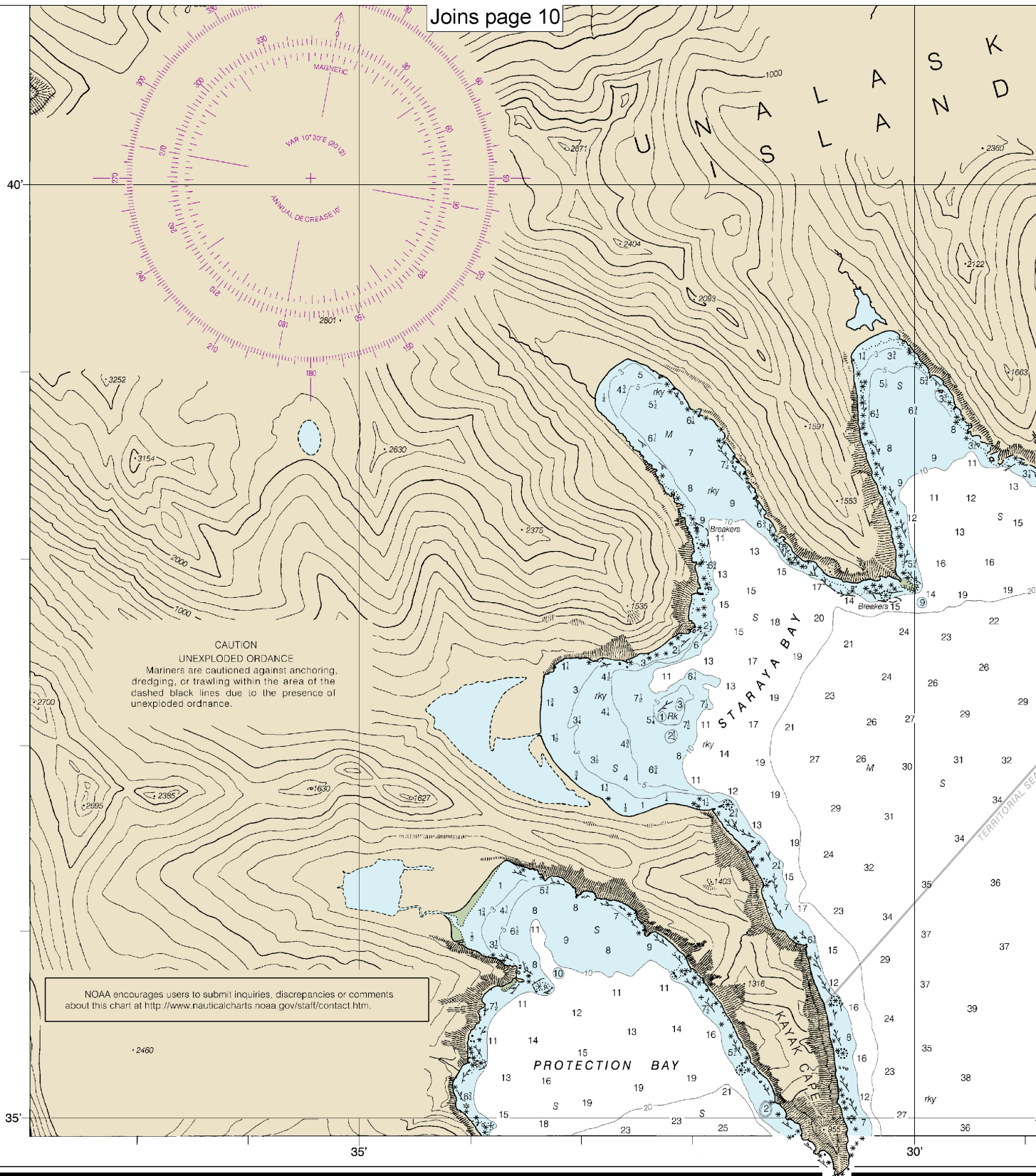
See Note on page 5.







Joins page 10



7th Ed., Sep. 2012

**16522**

**Last Correction: 12/10/2015. Cleared through:**  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

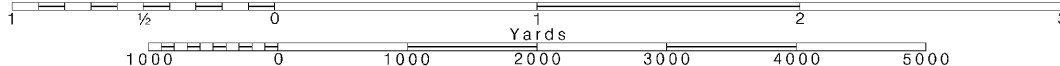
**16**

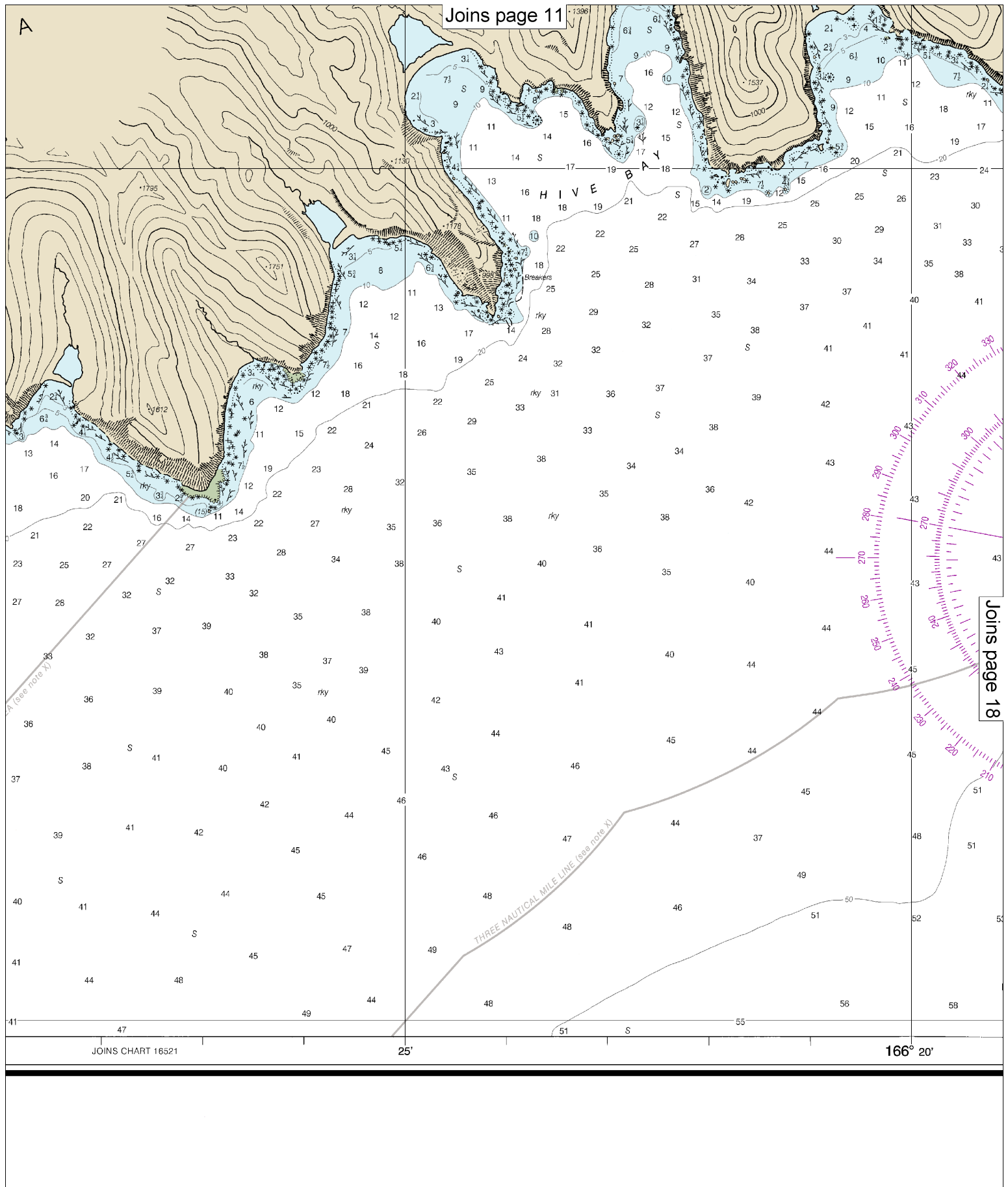
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

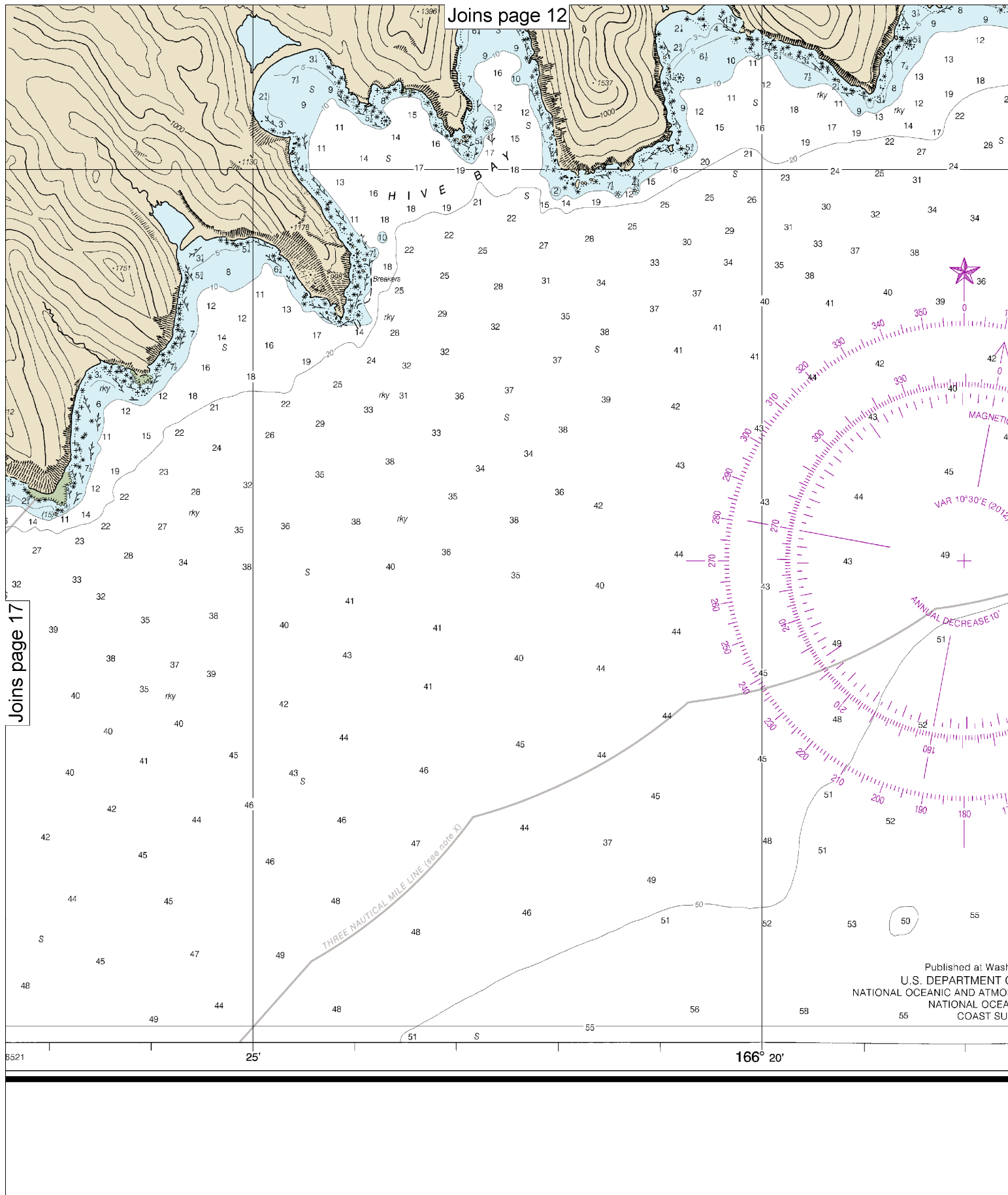
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









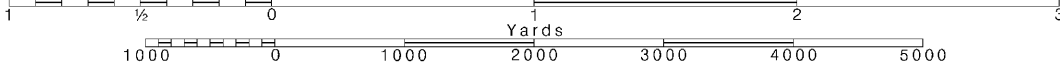
18

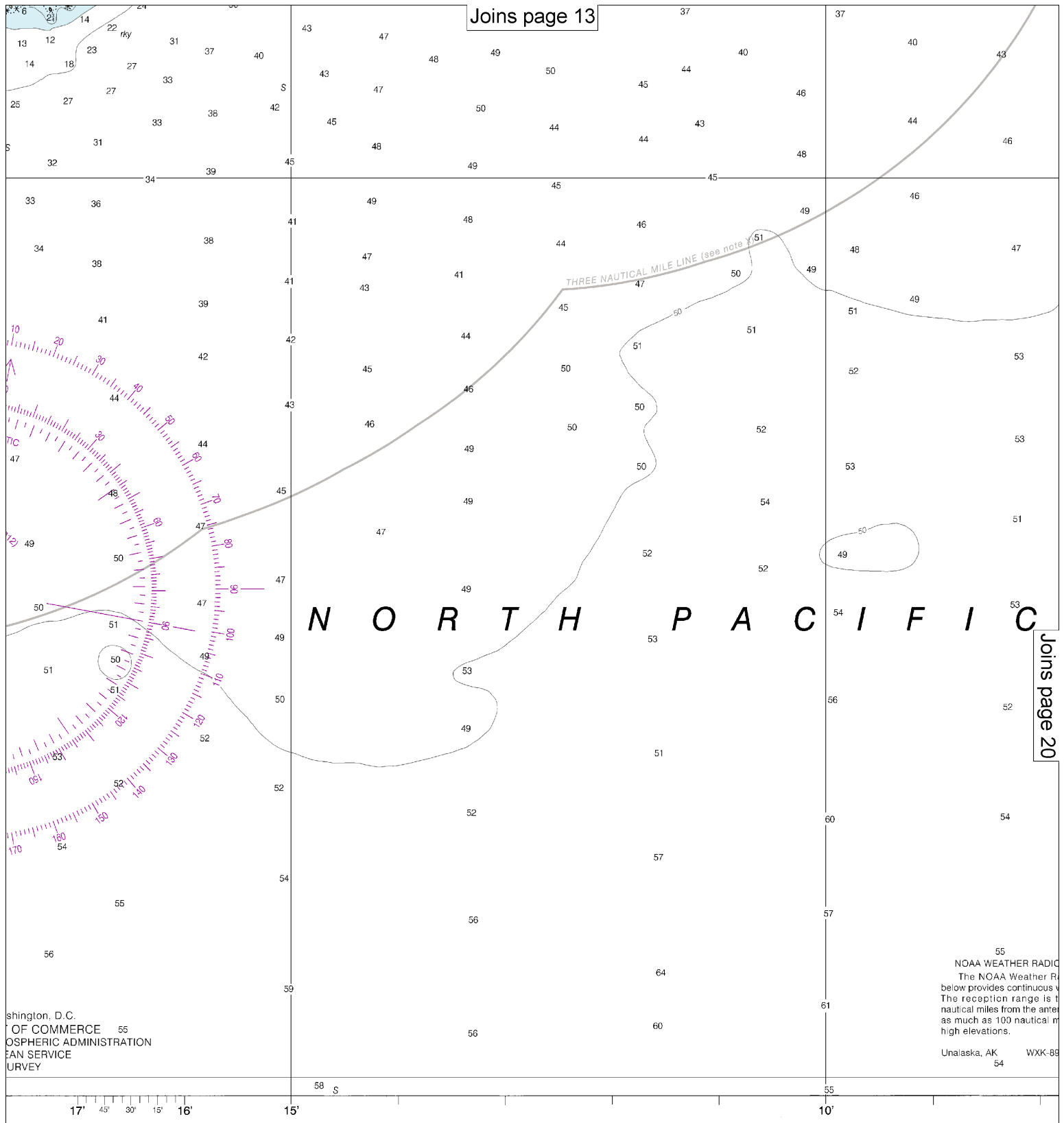
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

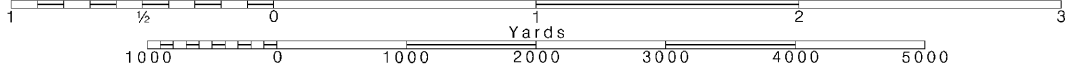
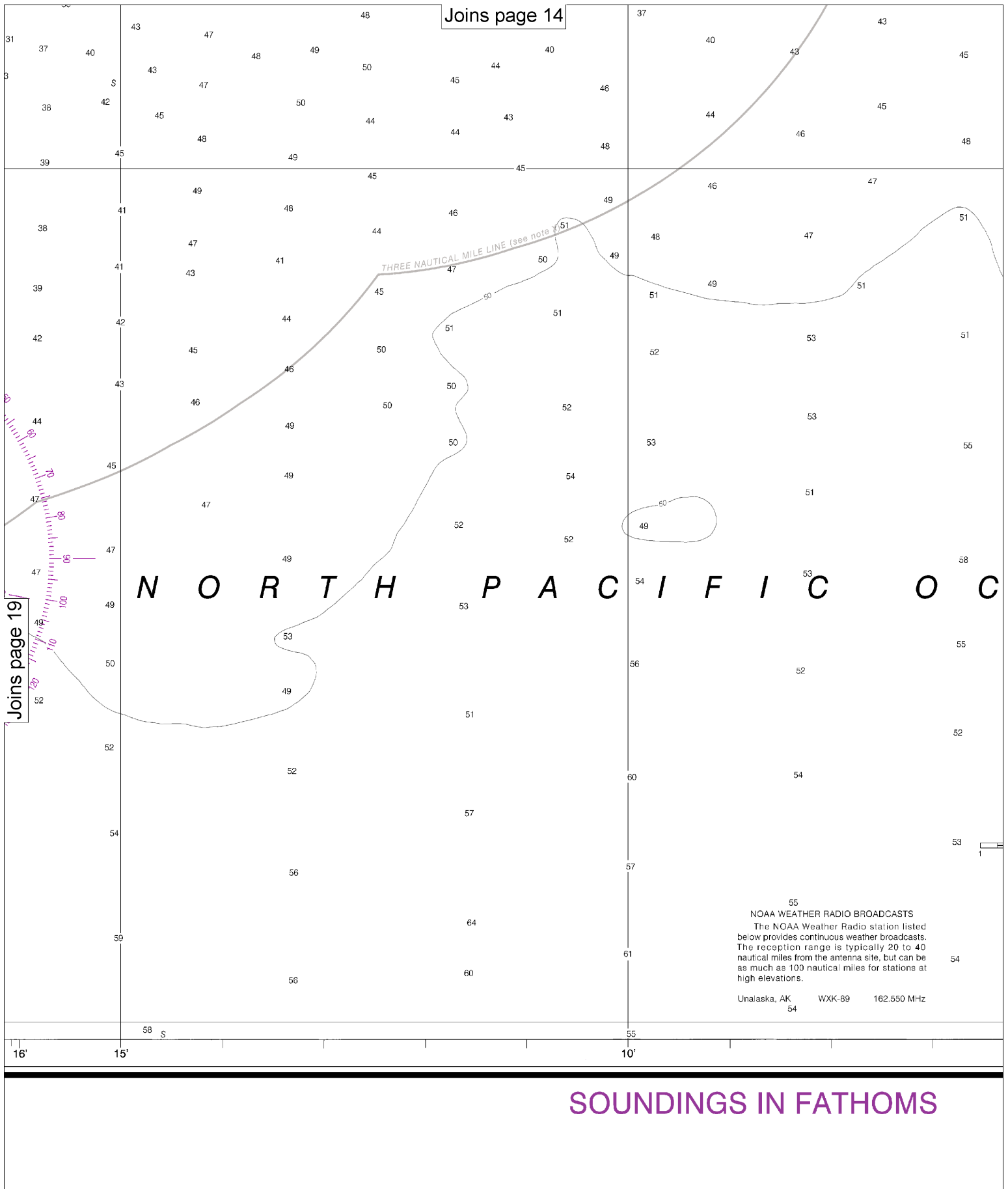
SCALE 1:40,000  
Nautical Miles

See Note on page 5.

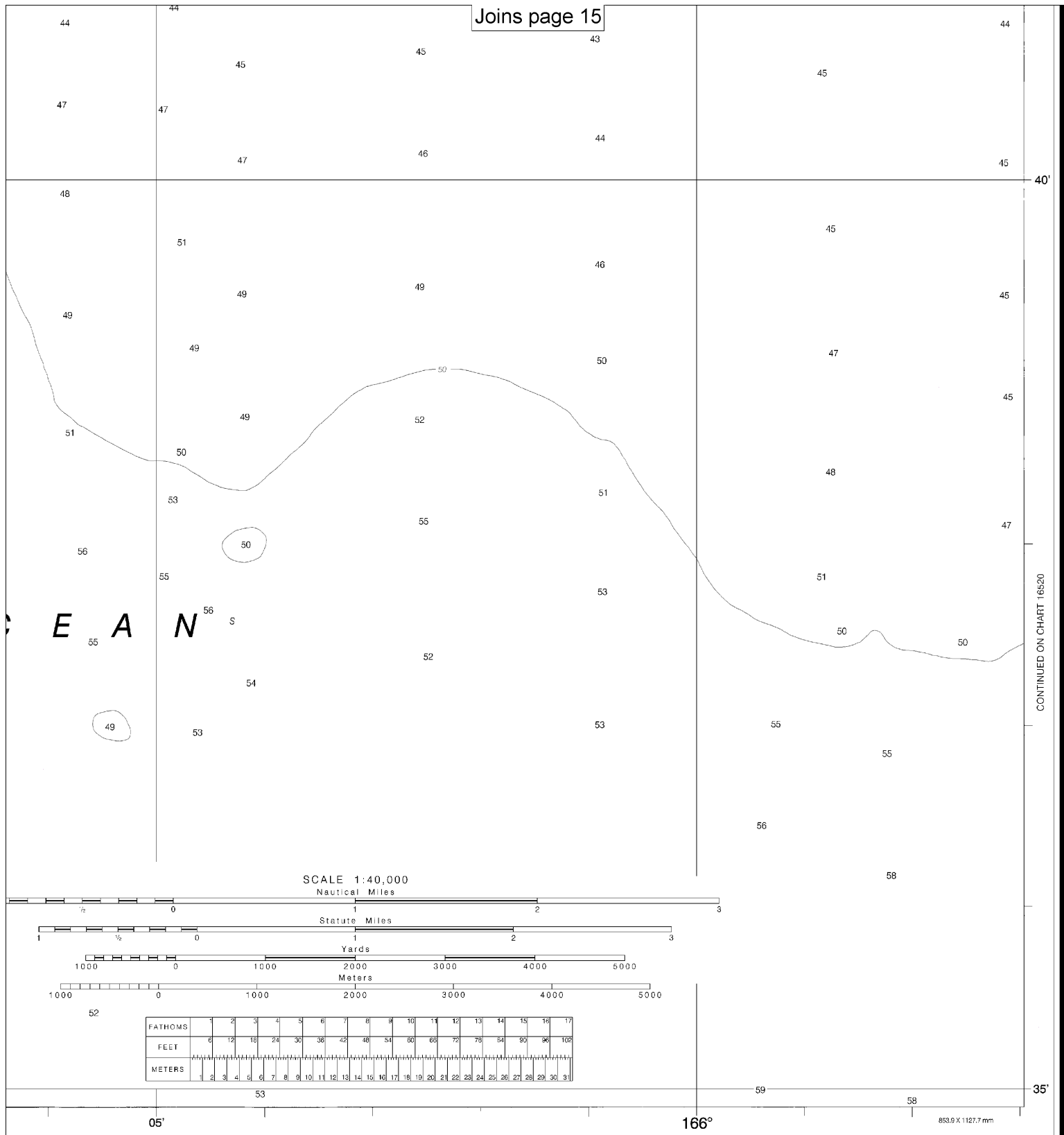




SOUNDINGS IN FATHOMS







CONTINUED ON CHART 16520

Beaver Inlet

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16522



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.